#### THE NEWS FROM TENNESSEE.

POONTINUED FROM FIRST PAGE. ted for thirteen guns each, the Essex for nine guns bow guns are heavy eighty-four pound rifled boats, both above and below the knee, incline at an ugle of forty-five degrees, and nothing but a plunging not from a high bluff could strike the surface at right ugles. The iron plating has been severely tested by from rifled cannon at different distances, and has en itself to be utterly impervious to any shots that have been sent against it, even at a range of three hus

boats, it will be perceived, are built very wide in proportion to their length, giving them almost the same steadiness in action that a stationary land battery would possess. They are constructed on the same principle as the famous iron battery at Charleston, the line at an angle of forty-five degrees. The boats were built so that in action they could be kept "bow on;" sence the superior strength of the bow battery. Broad were so arranged as to be delivered with terrible sect while shifting position. To facilitate movements action, the engines and machinery are of the most swerful kind. The boilers are five in number, conructed to work in connection with or independent of schother. In case of damage done to any one or more of them, a valve was arranged to close the connection between the damaged and undamaged boilers, and the latter operate as if nothing had happened.

THE UNION NAVAL OFFICERS. SENTCH OF FLAG OFFICER ANDREW H. POOTE. Captain Foote is a native of Connecticut, of which State he is a citizen, and from which State he was appointed to the navy of the United States. He is a son of Senator Foots, of Connecti-ent, to whom Daniel Webster replied, in the Senate, with one of his famous speeches. He entered the United States service on the 4th of December, 1822, and has conseusually served the country nearly forty years. He teadily rose in his profession, and was made a com-nander on the 19th of December, 1852, under which commission he saw about two years and three months see styles. His total sea service was nearly twenty years and a half, and he performed nearly eight years shore duty. He was unemployed for over ten years, and was last at sea in June, 1858. At the breaking out of the present troubles he was in command of the Navy Yard ooklyn, and shortly after the commencement of postilities was promoted to a captaincy, with the charge Western or Mississippi flotilla, of which is the commodore or flag officer. While engaged in his duties he is reported as having worked night and day with a zeal and energy that are worthy of emulation in both branches of the service, and has accomplished an nost herculean task. Being dependent upon the Navy Department for men and a portion of his equipment, and compelled to call upon the War Department for other things equally necessary to the success of his mission in the inland waters, and apparently an object of jealous; through all obstacles, and is about prepared to undertake the opening up of the Mississippi river from Cairo to New He is a quiet, gray haired veteran, and, alough holding a rank equal to major general of the land ces, attained by a life's service on the broad seas under the old flag, has been quietly and unostentatiously serv-ing his country at the junction of the Ohio and the Missis appl. His present expedition has been carried out with spirit and energy, and the result is gratifying to the

SERTCH OF COMMANDER PORTER. Commander Wm. D. Porter is a son of the noted Comdore David Porter, of the Essex, of Revolutionary ne, and has been in the service of the United States nearly forty years. He was born in Louisiana, but was appointed to the navy from the State of Massachusetts. Be is a cidzen of the District of Columbia. He entered the navy on the 1st of January, 1823, and, although not rising rapidly in rank, the fault arose more from the system with which the service is conducted than from any personal demerit of that officer. His present com mission of commander dates from September 14, 1855, on which day a large number of officers of the same rank ted. In the list for 1861 Commander Porter stands No. 28 as to date of commission and prospect of promotion. His sea service under his present commison was but one year and six months; but his total sea ervice was twelve years and four months, and he has nearly five years and a half on shore and other duty. He was for over twenty years memployed, and was last at sea in October, 1850. At the commencement of the year 1861 he was in command of the sloop St. Marys, and when the rebellion broke out his memorable letter to the government, defending his character against the charge of disloyalty, will not soon be forgotten, but, with nstances will be recorded in the pages of hislory. In the revised Navy List for August 31, 1861 ations and premotions had caused Commande orter to rise on the list of commanders, he then stand ng number ten. He is also recorded as awaiting orders, soubtless pending the voxed question just alluded to. He vas afterwards appointed to the Western gunbout flohills, and named his present vessel after that of his father. Of his bravery there has been no doubt, and of ce gives a grap mander Porter, of the Union gunboat Essex, and Captain Miller, of the rebel steamer Grampus, and is emphatic on the part of Porter, to say the least, if it is not quite up

sterfield style of correspondence -Come out here, you cowardly rebels, and show you

gunboats.

MILEE'S REPLY.

MANUS HEADQUARTERS, F.

COMMANDER PORTER, On United States gunboat Ease:

Bir—The iron-clad steamer Grampus will meet the
Ease: at any point and time your honor may appoint,
and show you that the power is in our hands. An early
reply will be agreeable to your obetient servant,
MAICH J. MILLER,
Captain commanding C. S. I. C. steamer Grampus.

COMMANDER FORTRE'S RELOUDERS.
UNITED STATES GOMEOAT E-SEX, WM. D. FORTRE. Com'g., )
FORT JUTYMESON, Jan. 18, 1862. ;
To the traitor Masse Miller, commanding a rebei gunbo

To the traitor Manus Miller, commanding a coor gunboat called the Grampus.—
Commander Porter has already thrashed your gunboat fleet, shelled and silenced your rebel batteries as the from Banks, chased your miserable and cowardly self-down behind Columbus; but if you desire to meet the Essex, show yourself any morning in Prentys' Bend, and you shall then meet with a traitor's fate—if you have the courage to stand.

"God and our country; rebels offend both."

PORTER.

SECTOR OF COMMANDER STEMBEL.

mander Roger N. Stembel is a native of Maryland. but is a citizen of Ohio, from which State he was appoint ed to the navy. He entered the service on the 27th of mearly thirty years. He was promoted to a lieuten-entcy on the 26th of October, 1843. Under that commission he was eight years at sea, his total sea service being mixteen years and nine months. He was for nearly eight years on shore and other duty, and was for over five years unemployed. He was last at sea in January, 1860, and at the commencement of 1861 had the charge of the Naval Asylum of Philadelphia. At that time he stood No. 38 on the list of lieutenants of the navy. The rebelabove him, and his name stands on the last published list of commanders No. 96, he having been promoted to that rank. He held in the present contest the command of the gunboat Cincinnati.

SEETCH OF LIEUTENANT PAULDING.

Lieutenant Leonard Paulding is a native and citizen of New York, from which State he was appointed to the He first entered the service on the 19th of December, 1840, and has therefore served the United States ove twenty-one years. His present commission of lieutenent bears date from September 14, 1865, and he has seen un-der that about five years see service. His total see pervice is nearly sixteen years, with about four years shore and other duty. He was unemployed about eighteen months, and was last at een in December, 1860, on board the brig Dolphin. He then obtained a short leave of ab While on the Dolphin his name stood No. 157 on the list of lieutenants, and at the commencement of the re-bellien he had only ascended six rounds of the ladder of promotion, being then No. 151. The traitorous resignations in the navy, however, did him some good; for in the extra navy list his name stands No. 88. In the presen engagement he had the command of the gunboat St.

THE REBEL GENERAL.

SKETCH OF BRIGADIER GENERAL LLOYD, TILGHMAN. This robel officer, now a prisoner of war in our hands was in command of the rebel defences of the Cumberland and Teanessee rivers, on the line of Forts Donaldson and Heary, with his beadquarters at Fort Donaldson, near Dover, on the Cumberland, in Stewart county, and near

of the Military Academy at West Point, and was a member of the graduating class of 1836, which included also Joseph R. Anderson and Christopher Q. Tompkins, of Virginia; Montgomery C. Meigs, of Georgia; Peter V. Hagner of the District of Columbia; O'Brien, of Pennsylva nia; Sherman, of Rhode Island; Allen, of Ohio, and others, all prominent in the existing war. Four of the same class have been killed in battle, namely:—Shackleford, of Virginia, at Molino del Rey; Burke, of New York, at Charubusco; Daniels, of New Hampshire, at Molino del Rey, and Haskins, of North Carolina, at Monterey. Gen. Tilghman was promoted a bravet Second Licutenant in the First regiment dragoons, July 1, 1836, and made Second Licutenant four days thereafter, but in September following resigned, as many of the officers of the army did about the same time, in order to follow the second sec follow the profession of civil engineering. He was di-vision engineer on the Saltimore and Susquehanna Railroad, and assistant engineer in the survey of the Nor-folk and Wilmington Canal, of the Eastern Shore Railroad, of the Saltimore and Ohio Railroad, and on other prominent works of public improvement. On the break-ing out of the war with Mexico he repaired to the Rio ont of the war with meater a repaired to the Ro Grande, and served as a volunteer sid-de-camp to Briga-dier General Twiggs in the battles of Palo Alto and Resaca de la Palma. He subsequently commanded a small volunteer partisan corps, superintended the erec-tion of defences at Matamoros, and, during the last year of his service in Mexico, was captain of a company of light artillery in the regiment of Maryland and District of Columbia Volunteers, commanded by Colonel George W. Hughes.

engineering, and became principal assistant engineer of the Panama division of the Isthmus Railroad. For some time past he has resided at Paducah, Kentucky, and was one of the earliest to take the field from that State in behalf of the rebel cause, having been appointed colonel. His regiment, as a part of the First Kentucky brigade, rendezvoused at Clarksville, Tennessee, where it remained, undergoing thorough drill, until the movement of the rebel troops into Kentucky, when it advanced to Bowling Green, about the time of the occupation of Muldrough's Hill. Since that time he has been appointed brigadier general-General Buckner, who is several years unior as a graduate of the Military Academy, and who was brevetted for gallant and meritorious conduct in the battles of Contreras and Churubusce, having been promoted to the command of a division.

#### REBEL ACCOUNTS.

MEMPHS, Feb. 5, 1862. Three federal gunboats appeared on the Tennessee rive y-exerday, and opened fire on Fort Henry. The latter re-There was no damage done to the fort. The federals are landing troops two miles from the fort. An attack is expected. The Confederates are in full force on the Tennessee river. No damage from the federals is appre

## THE CUMBERLAND RIVER EXPEDITION.

The Union Troops Marching to Attack Fort Donalson.

LOUISVILLE, Feb. 7, 1862. General Grant will attack Fort Donalson to-morrow. Three large steamers, Benjamin J. Adams, E. H. Fair-childs and Baltic, left here for the Cumberland and Tennessee rivers this evening.

All quiet along the line of the Louisville and Nashville

evening says:—We have taken Fort Henry. The enemy has retreated on Paris, leaving part of his guns. Our cavalry are in pursuit,

#### IMPORTANT FROM WESTERN VIRGINIA.

ROMNEY EVACUATED BY THE REBELS. Pirisura, Pa., Feb. 7, 1862.

The Wheeling Intelligencer of yesterday learns that the rebels evacuated Romney the previous night.

ROMNEY REOCCUPIED BY UNION TROOPS.

Washington, Feb. 7, 1862.
The War Department has received a despatch that General Lander now occupies Romney, the rebels having

#### **NEWS FROM FORTRESS MONROE.**

The Efforts of the Ready. &c.,

FORTRESS MONROE, Feb. 6, 1862. It has been raining hard here all day long.

A flag of truce went to Craney Island to-day. A large

number of ladies and children returned with it to go North, and also Lieutenant Preston, of the New York Seventy-first regiment, who is to be exchanged, and J H. H. Sands, of the Fourth Michigan regiment, a prisoner of war, who is released on parole.

The steamer Rhode Island arrived from New York this A STATE OF THE PARTY OF THE PAR Adjutant General Schouler, of Massachusetts, arrived this morning.

THE IRON CLAD STEAM RAM MERRIMAC.

(From the Norfolk Day Book, Feb. 6.) We alluded to the fact some day or two since that the blacksmith department of the Gosport Navy Yard had volunteered their services to Commodore Forrest to per form extra work gratuitously, in order to expedite the com pletion of the Merrimac, or other work, the speedy comvernment. Since then we have come in possession of a list of the workmen who thus proffered their services. which we take great pleasure in transferring to our

columns. It is as follows:—

We, the undersigned, blacksmiths, finishers and strikers, agree to do any work that will especiale the compution of the Merrimac, free of charge, and continue on until eight o'clock every night; or any other work that will advance the interest of the Southern confederacy.

til eight o clock every night: or any other work til advance the interest of the Southern confederacy.

Jas. A. Farmer, M. S.
Chas. Soad, 1st Foreman.
Wm. T. Butt, 2d Foreman.
Pat. Parks.
Jno. West.
Jno. West.
Jno. West.
Jno. Gain.
Jno. Gain.
Jno. Green.
Hugh Minter.
Jno. Green.
Thos. Hoxom.
Jas. Matchell.
Joseph Rickets.
Thos. Farklin.
Jas. Patterson.
Wm. Reynoids.
Joseph Rickets.
Thomas Guy.
Smith Guy.
Thomas Guy.
Jno. Moody.
Hillory Hopkins.
E. Woodward.
H. Reynoids.
Southey Rew.
Julius Morien.
Jos. Askew.
Anthony Butt.
Thos. Bourke.
Wm. Hosier.

Finishers.
Jno. Rooks.

Jpo. B. Rooke. Elian Bridges. Anderson Gwinn. John Stoakes. E. H. Brown. Charles Sturdivant. Charles Sturdivant.
Jesse Kay.
William Shipp.
William Peoworth.
Lawrence Herbert.
T. I. Rooke.
Calder Sherwood.
George Collier,
Heary Hopkins.
George Rear.
Waiter Thornton.
Edward Walker. Harvey Barnes. Lemuel Leary. William Jones. John Rhes. William Leary. John Wilder.

COMMODORE FORREST'S REPLY.

FLAG OFFICER'S OFFICE, DOCK YARD, GOSPORT, Va., Jan. 11, 1862. Six-The Commandant has received the proposi om the blacksmiths, finishers and strikers of this yard, offering gratuitously to work until eight o'clock every tion." He embraces an early occasion to express his high appreciation of the loyalty which influenced them in if any were wanting, of their patriotism and zeal in the discharge of their duties. If it should be found necessary to require their services as expressed, they will be duly notified by the executive officer of the yard. Respect-

fully, your obedient servant, F. FORREST, Flag Officer, &c. Mr. James A. FARMER, Master Blacksmith, N. Y. G.

> The Europa Outward Bound. HALIFAX Feb. 7 1849

The Europa, from Boston, arrived at one o'clock, and sailed at five o'clock this ovening. General Tilghman is a native of Maryland, a graduate

The Adriatic is frozen in at Sydney.
There are no signs of the America. The weather is becoming thick.

### INTERESTING FROM THE SOUTH.

More Fighting on the Georgia and South Carolina Coast.

Important French International Case.

### GEN. BEAUREGARD IN NASH'ILLE.

The Railroad Connections at the South,

The Richmond Disputch says that the Missouri difficulty has been satisfactorily arranged, and adds that General Price will doubtless be commissioned as Major General, and the Missouri troops received into the Confederate reported to be in Richmond.

The Virginia Legislature went into secret the 4th instant, for the purpose of considering an important communication from the Governor, in regard to which, it is understood, the State and Confederate authorities are entirely agreed. Its purport will not transpire

The Richmond Dispatch also says, in an editorial, that "Spain is the natural ally of the South. If the South has had a friend from the beginning of her troubles it has been Spain. We think it due to her sentatives to the Spanish Court, and thereby laid broad and deep the foundations of permanent and close amity with that nation. It is not too late now to rectify the omission, which was not dictated by any want o

An order was issued from the War Department at Richmend on the 4th inst. ordering all military commander to impress all the saltpetre found in their districts, except such as is in the hands of original manufacturers and government agents and contractors, paying the forty cents per pound, and no more. The order is issued in consequence of the monopoly of speculators and the exerbitant rates charged the government for the article.

REBEL TELEGRAPHIC DESPATCHES. NORFOLK, Feb. 4, 1862. SECRETARY SEWARD AND A FRENCH SUBJECT.

ong the persons recently arrived here by flag of truce from Fortress Monroe, was Mr. De Babian, of Wil-mington, North Carolina. He was arrested last summer at the North and confined in Fort Lafayette. Through the interference of the French Minister he was released but he was refused permission to return to Wilmington. He then applied for a passport to go to Europe, and obtained it; but Mr. Seward endorsed on it, "It is understood Mr. De Babian is not to enter into any of the in-surrectionary States." He went to Paris, and had an interview with the Emperor Napoleon, and showed him Mr. Seward's endorsement on his passport. The Emperor promptly declared that he should be allowed to return to his place of business. The French Minister of Foreign Affairs prepared the necessary papers for the French Minister at Washington, and Mr. De Babian returned to the United States. He called on Mr. Seward for a pass port to enable him to return to Wilmington, but he was refused it. On the next day the French Minister called on Mr. Seward, exhibited some documents, and asked for a Mr. Seward very cheerfully granted it.

Mr. De Babian has applied to the federal Congress for the amount of damages be has sustained, and it is probable he will be reimbursed. HEAVY FIRING ON THE SOUTH CAROLINA COAST

AUGUSTA, Feb. 4, 1862. A private letter, written last evening in Savannah, and received here this morning, states that heavy firing was heard in the direction of New river, on the South Carolina side, on Monday (yesterday) morning, which lasted over four hours. It was supposed to be an engagement

with the enemy's gunboats.

A messenger, who reached here this morning, says that he was informed by a Confederate officer in Savannah that our batteries at New river had been attacked and that one, at least, of the enemy's gunboats had been de

The Charleston Mercury of to-day says that the firing heard yesterday was at Red Bluff. The enemy destroyed ouses in the neighborhood. Nobody was hurt.
THE COMMPSIONERS PROM THE BORTH.

NORYOLK, Feb. 4, 1862. There is no doubt the Commissioners appointed by the Washington government to visit the federal prisoners in the South are at Fortress Monroe, but there is not the slightest probability that our government will permit them to visit the Confederate States.

GENERAL BRAUREGARD AT NASHVILLE, TRANS NASHVILLE, Feb. 3, 1862.

General Beauregard and suite arrived here this evening. The heavy rains during last night and to-day interfored with the preparations for the reception of General Beauregard Theorem Railroad Schemes.

[From the Richmond Examiner, Feb. 5.] It will be recollected that President Davis recommend ed, in his public message to Congress, the military neces-

city of establishing railway communication between Dan-ville, Virginia, and Greenstoro', North Carolina. military necessity" of the otherwise questionable poli-

to hear of the extent to which this policy has been recommended to Congress. We are informed, in the most positive manner, that the Executive estimate for aid to the Danville connection is

one million of dollars, to be expended as the Presiden may direct. We also learn that President Davis has, in a

message to Congress, in secret session, advised the aid of the government to be extended to the completion of the Missierippi and Alabama River Railroad, so as to connect Selma, in Alabama, with Meridian, in Missierippi; and that Congress proposes to authorize the advance of one hundred and fifty thousand dollars for the purpose of completing this connection. The precedent of government aid to railroads is den

gerous, difficult to be confined within proper limits, and liable to abuses and corruptious, especially in a legisla. tive body which eavelopes its proceedings with secresy. THE MOBILE AND OHIO RAILROAD. [Telegraphic to New Orleans Picayune.]

The line from Mobile along the Mobile and Ohio Railroad was finished this afternoon, and will be in operation on Monday next. This completes the line between Mobile and New Orleans, via Jackson and Meridian.

D. FLANNERY, Superintendent.

The completion of the above line is very opportune at this juncture, as the Yankees, having complete posses sion of the Sound, may destroy the coast line at any me

### Late from Bermuda.

We have files of the Bermudian to the 22d ult. Con perning the release of Mason and Slidell, the Bermudian of the 16th ult. says:-

of the 16th ult. says.—

These gentlemen, whose forcible selzure on board her Majesty's ship Frent has recently occasioned so much controversy and unesainess, arrived in these islands on Thursday last, having been brought hither by her Majesty's ship Rinaido. We understand that the Souther-Commissioners, with their secretaries, when released from the custody in which they were held as Fort Warren, intended proceeding direct to Halifax, there to take passage in the Cunard steamer for England. But in consequence of the very severe weather encountered by the Rinaido, that vessel was obliged to alter her course and bear up for Bermuda.

Sir Alexander Miles having invited the Captain of the Rinaido to dinner at Clarence Hill on the evening of his arrival, Mestra Mason, Stickell, Eustic and Macfarlane, or Clayfain Hessel's guests, were naturally irelated in the invitation, and consequently their bring to inveted had no political anguificance.

The Rinaido left on the following day for St. Thomas, from whence the Commissioners and their secretaries intend processing to England, and all being well, we shall

om whence the Commissioners and their secretaries it and proceeding to England, and all being well, we sha son hear of their arrival there, and of their reunion wit

soon hear of their arrival there, and of their reunion with their friends.

The same paper of the Sth says:—The American Cabinet has acceded to the just demands of Great Britain—viz: the resteration to her protection of the four persons foreiby taken as prisoners from the steamer Irem. This decision must, we think, be hailed with satisfaction by all parties. We are thereby spared from apprehension of the horrors of additional war, and the Americans have shown their good seuse in thus complying with the very moderat demands made to them.

In reference to the weather, the same paper says:—During the past fortnight we have been visited by severe northwesteriy gales, accompanied at intervals by heavy falls of rain and hail. These gales have been most severely felt by the vessels approaching the land, as the records of our shipping list amply show. At present we are enjoying a warmer temperature, but appearances do not yet indicate any very permanent change.

Smallpox has made its appearance on board of a few vessels, but in rather a mild form.

Her Majenty's war steamer Conqueror has become a total wrack. By the latest accounts her back was broken, and her hold full of water. Her gons, rigging, and the greater portion of the stores will be saved.

#### THE BURNSIDE EXPEDITION.

The Fleet Still at Hatteras Inlet.

The Forward Movement on Roanoke Island.

THE LATEST REBEL NEWS,

THE FORTRESS MONROE DESPATCH.

FORTRES MONROE, Feb. 6, 1862.
The United States steamer Suwanee, of the Burnsid expedition, arrived here this forenoon.

The Suwanee left Cape Hatteras yesterday mor
Feb. 5, having come out of the Inlet the day before. Feb. 5, having come out of the Inlet the day before.
The fleet was inside Hatteras Inlet, and nothing had

Most, if not all, the vessels had gone over the bar, and about six thousand troops had been landed.

The Suawnee was considerably damaged by the storm part of her bulwarks and wheelhouses having been stove in and her upper works injured. She brings a large mail and thirty-four sick men from

the expedition. Five men died on the passage here.

After landing the mails and passengers, the Suwanee will go to Philadelphia to repair.

The tugboat E. H. Herbert, or J. A. Levy, was lost, in

addition to those before mentioned.

The S. R. Spaulding had crossed the "swash," and the expectation was that to-day or to-morrow a forward movement would be made. movement would be made.

There was a rumor circulated that the rebels had

offered through a flag of truce to give up Roanoke Island on condition that Elizabeth City should not be attacked The Louisiana has been got off without serious damage.

The steamer Albany arrived here this forenoon from Annapolis, with quartermasters' and other stores for the

THE PANLICO SOUND DESPATCH.

Parlico Sound (NEAR HATTERAS), Feb. 2, 1862. Since my last nothing of special importance has on curred, the time having been consumed in passing Gene ral Burnside's ships into the Sound, where those imme diately wanted (to the number of fifty) now ride at a chor. The others can be taken over the buikhead as they are wanted. This has been accomplished with incredible effort, and in the face of the greatest disc

We have information, deemed trustworthy, that Go ernor Wise is in command of 5,000 troops, daily reinforced at Nag's Head, on the outer beach, and 300 on Roanoke Island, separated by Roanoke Sound. A vigorous defence of their position is expected.

General Burnside's force, which will be large, will be

landed under his own and Flag Officer Goldsborough's guns on the lower end and east side of the island. The ormer will engage the batteries on Croatan Sound, at short range, and the latter will push his forces to that part of the island where the enemy will be found. A gunboat will be sent on the outside to shell Nag's Head. Four deserters in a schooner came down the Sound last

among whom there is much disaffection. They confirm previous reports concerning the panic prevailing on the The weather is favorable. The force in both the navy and army are in the best of spirits and condition, and though there is every probability of a hard fight, the expedition will move off with every prospect off success.

night from Middleton, where there are 800 troops,

WEDNESDAY, Feb. 5, 1862.
The movement which was to have been made on the 2d has been postconed, and will be made to-morrow or next day.

REBEL ACCOUNTS.

THE LATEST NEWS FROM ROANOKE ISLAND.
[From the Norfolk Day Book, Feb. 6.]
The steamer Arrow, Captain Slocum, arrived here last night, via Albemarie and Chesapeake canal, in fourteen hours, having left Roanoke Island on Wednesday morning, at nine o'clock.

By a gentleman who came passenger we learn all was quiet at the island when he left. Commodore Lynch's fleet of gunboats are still lying there scatting for the arrival of the Yankeet. None of his gunboats have ventured in Pamlico Sound since the Sea Bird went down two weeks ago. Nothing is known at the island of the movements of the Burn-

We regret to hear of the illness of Gen. Wise at Nag's Head. He is still confined to his bed, and unable to attend to his laborious duties. He has designed many improvements which will greatly strengthen the defences at Roanoke Island. It would have been well for the country if he had been assigned to that command several months ago. We hope it is not yet too late, and that his health may

Most of the rifles and a considerable quantity of ammu of the Burnside expedition) have been recover nition from the wrecked steamer City of New York (one

PROCLAMATION BY THE LOYAL PROVISIONAL GOVERNOR OF NORTH CAROLINA.
STATE OF NORTH CAROLINA, EXECUTIVE DEPARTMENT, 1
HATTERIAS, Jan. 22, 1862.

To the People of North Carolina—
The invincible arms of the republic at length advance to the suppression of the great revolt against popular rights, and the national authority which has essayed to rob you of your American citizenship, and to ensiave you to the will of relentless domestic tyrants, the holy banner of the Union, consecrated ane through its baptism of tears and blood, is borne by loyal hands, the symbol and pledge of your final and complete enfranchisement. Your silent and tearful prayers to God for rescue from the despotism that enthralis you are heard, and the hour of your deliverance approaches.

tearful prayers to God for rescue from the despotism that eathrails you are heard, and the hour of your deliverance approaches.

The brave men who come among you are not foes but friends, and their mission is one of mercy and relief. The war they wage is not upon North Carolina and her people, but upon the rebels and traitors who have invaded your territory, and who hold you in constrained and protesting submission to their arbitrary power.

To co-operate with those who new proceed to your liberation, and who seek to restore to you your ancient and inalienable rights, is your sacred duty, and a privilege which you will accept with eagerness and joy.

A portion of your brother North Carolinians are already rejoicing in the restoration of their freedom under the protecting easign of the nation. Side by side with that gorious flag they have placed the re-rected standard of loyal North Carolina, and acting in concert with citizens of other sections of the State they have proclaimed a provisional government for the Commonwealth.

An opportunity will soon be offered you to participate in the enjoyment of these prectous and long accustomed a provisional government for the Commonwealth.

An opportunity will soon be offered you to participate in the enjoyment of these prectous and long accustomed privileges. And that their may be no complaint in any quarter that your brethern first liberated from rebet thraidom have forestelled your action or auticipated a decision in which you had a right to share, I do now, by these precents, notify and require the voters of this Commonwealth to attend at the usual voting places as established by law on Saturday, 23d February, 1862, an anniversary second in hallowed memory only to that of the proclamation of our national independence, at which time the ordinances of the Couvention of November 18, 1861, a draft of which is hereto appended, will be submitted to the people for ratification or rejection.

And in order that the State may forthwith resume her

vestion of rejection.

And in order that the State may forthwith resume her participation in the councils of the Union, I do furthermore direct that, upon the same day aforesaid, the polls be opened for the election of representatives in the Congress of the United States to fill existing vacancies.

In witness whereof I have hereunto sot my hand, and caused the great seal of the State to be affixed, at Hatteras, this 22d of January, in the year of our Lord one thousand eight hundred and sixty-two, and of the independence of the United States the eighty-sixth.

MARBLE NASH TAYLOR.

#### IMPORTANT FROM THE UPPER POTOMAC. Partial Destruction of Harper's Ferry.

Pickets Near Boltvar, &c. SANDY HOOK, Md., Feb. 7, 1862. This forenoon Capt. Baylor and three of his men, con-sented themselves behind a stone wall just above Har-

The Rebels Burned Out-The Enemy's

per's Ferry bridge, when one of them, either black or painted, by displaying a flag of truce, induced a loyal Virginian over. When mearly across Capt. Baylor and on others fired and killed the ferryman. Our batteries on the heights shelled the buildings. Sub-sequently the men crossed and set fire to twelve houses, including the Wager and another hotel, railroad buildled the buildings. Sub-The whole lower part of the town was reduced

to sahes. A necessity existed for burning the buildings. who had been annoying our troops for weeks past.

The number of rebels was not known, but many were seen to mount their horses and leave the outskirts of the town by the Charlestown road.

This afternoon the rebel flag of truce, in the hands of three of Baylor's men, came to the ferry, but were warned eff by Colonel Genry. Large turniers of rebel pickets, mounted, were sta-tioned all the afternoon near Bollvar.

Supreme Court,
Before Hon, Judge Monell.

Frm. 7--in the care of an action against the Dry Dock
Company for negligence in Filling a man by an explosion, the jury gave a verdict for the plainted for 36,000.

NEWS FROM THE STATE CAPITAL.

Petitions Asking for the Investigation Fort Gansevoort and the Hackley Con-tract—A Movement to Repeal the Grants of 1860—The Nigger in that Dodge— Broadway Railroad Bill—Its Incorporators and Principal Features—Spring Street Railroad—Reduction of Register's Fees— Sale of Lots in Water and Other Streets-The New City Charter, &c.

ALRANY, Feb. 7, 1862.
This Legislature is in a fair way of earning for them selves the names of investigators. Two or three investigat-ing machines are already in operation, and this morning a petition was presented, signed by D. R. Jacques and several others in New York, asking for the appointment of an investigating committee to inquire into the Fort Gansevoort job and the Hackley contract. The petition to the Assembly and then laid on the table. We can see no benefit for an investigating committee here. One was ordered last winter on the Hackley contract, but the committee nover had a meeting; besides both of these matters are being judimencement of a trial and investigation in the Fort Gan-sevoort job, while the action of the Grand Jury in reference to the Hackley centract, which has already banished three or four individuals, will air that pretty effectually. Let the judicial authorities now attend these matters. Tallman, of Westchester, to-day gave notice of

a bill to repeal the Beit Railroad and the other railroad grants passed by the Legislature of 1860. There is a nigger somewhere here, and Mr. Tallman unconsciously is being used to carry out some grand schemes. In the first place a notice is given of a Broadway and Tenth avenue railroad, and then a notice to repeal existing grants. There is, to say the least, a good-sized woodchuck in that pile. There is more under this than many would suppose at the first glance, and a view behind the scenes reveals the fact that it is simply a grand log rolling scheme, intended to frighten those interested in those grants and make them believe that if they oppose the Broadway their grants will be repealed; or, in other words, It is a dodge to force the friends of the grants of 1860 into supporting the Broad-way, under the threat of losing their own grants. This checks in persons hats and dropping a thousand dollars here and there in the lobby; but all who have seen the svil results of the log rolling system so prevalent in the Legislature, cannot but condemn any such mode to ature should be repealed, then let them be acted upon on their own merits. The same with the Broadway bill; if it is best for all interests that it should be passled, then let it go through on its own merits, and not be bolistered up by the attack on any other interests—let each stand on

by the attack on any other interests—let each state in sown merits.

The Broadway bill was introduced this morning and referred to the Committee on Railroads. There appeared to be an understanding on the part of the Speaker with the friends of the bill, and he sent it to that committee, although that class of bills have for several years past been sent to the Committee on Cities, with the exception of the Broadway bill last year, which was, by certain lobbying of its friends, sent to the Railroad Committee instead of Cities and

bills have for several years past been sent to the Committee on Cites, with the exception of the Broadway bill last year, which was, by certain lobbying of its friends, sent to the Railroad Committee instead of Cities and Villages.

The bill has had several new incorporators names added to it in the last few days. The names now on the list are Clinton Gilbert, Henry Van Schnick, Isaiah Blood, Anson Bangs, Ossian D. Ashley, David Smith, John Van Nest, Oliver Ladue, Nicholas Brandt and William H. Bennett. It incorporates those persons and those who may be associated with them into a body corporate and politic, under the name of the Broadway Railroad Company. The route designated is as follows:—Commencing at a convenient point at or near the South ferry, in Whitehall street, and running thence, by double track, along Whitehall street, strong there, still by double track, along Whitehall street, strong there is the of Union Park, or Square to Fifty-ninth street, together with the nace-sary connections, turn outs and switches, for the proper accommodation of said company on the said route, or on any other route or routes upon which the said association may, by grant, purchase or otherwise, lawfully acquire the right to run their cars or any of them, authority being hereby granted to them to take up such pavements as may be necessary for the above purpose. So many cars as the public convenience shall not require to run to and from the South ferry may be stopped on their down trips at any convenient point in Park row, or in any street near the same. On such days as the entire use of Broadway, or any part thereof, shall be trequired for any civic or military procession, it shall be the duty of the Chief of Police, at or before nine o'cleck on the morning of such days, to give notice in writing to said company of the route which such procession will take place, and the particular time during which it will occupy Broadway. Upon receiving such notice the said company shall, during the time in which Broadway shall be so oc

in a block.
Sec. 8 authorizes them to run sleighs when snow ob-

structs their track. Sec. 9 fixes the fare at five cents per pa Sec. 10 refers to the articles left in the cars by passengers.

Sec. 11 provides that in case the owners of any omnibus lines, whose respective routes lie along the route of the said railroad, south of Fourteenth street, for a distance of one mite or more, shall, within thirty days after the passage of this act, furnish to said company an inventory, duly verified, of all vehicles, horses, harness, machinery, material and tools then owned by them, and actually used and required in the business of said lines respectively, and shall, at the same time, signify their willingness to sell and dispose of the same to the said company on the terms hereisafter mentioned; then and in case the said company, on the terms hereisafter mentioned before commencing to run their said cars, shall purchase and pay the cash for the said vehicles, horses, &c., at their fair and just value; and in case the owners of the property and the said company shall disagree as to the value of the said property, or any part thereof, each party may nominate an appraiser to assectain and fix the value of the same, and the value fixed by the two appraisers shall be binding upon said parties. If the appraisers disagree, they shall appoint a third person, whose decision shall be final. Privileges and licenses heretolore vested in said company. If the appraisers disagree in the appraiment of the third person, he shall be appointed by a Justice of a Soperior Court of the State of New York and in the First Judicial district thereof on five days previous notice.

Sec. 12 provides that all omnibuses purchased shall be withdrawn from the route of the said railroad any omnibuses in place of these that may be withdrawn.

Sec. 13 prohibits the Mayor and Common Council from licensing or allowing any company or individuals to run upon any part of the route of the said railroad any omnibuses in place of these that may be withdrawn.

Sec. 14 provides that they shall commence alymin the track within four months after the passage of the law, unless prevented by forc sengers.

Sec. 11 provides that in case the owners of any ometable lines, whose respective routes lie along the route

the Bowery through Catharins to South sireet, thence with a double track to Fulton ferry, the fare to be five sents.

A bill was introduced to reduce the Register's fees in New York; also the bill to sell certain property in Water and other streets that has been held by leases made in colonial times.

It will be seen that we had a regular avalanche in the fire the second of bills this morning, and a goodly number of jobs affecting interests in the city of New York. The reference of all these jobbing bills was just that which the friends of the measure desired. You must not be surprised to see strong evidence that the cry of corruption made against the last Legislature was started for the purpose of covering up their tracks and diverting public attention from the schemes in preparation for this. It appears that I was in error about the route of the Broadway Railroad in my despatch of yesterday; but my report was made from the direct and distinct statement of the person who introduced the bill, that the cars were to go up Broadway and down Fifth avenue.

Mr. McLeed introduced the Opdyke charter. The following are its principal features:

The Board of Aldermen to consist of twelve members. The twelve to be voted for at the charter election, six on each ticket. The six having the highest number of votes to be declared elected. The six having the next highest number to be appointed by the Mayor, on or before the 24th of December, 1862. On or before the first Monday of January, 1863, the Aldermen so elected are, in prescue of the Mayor, to classify themselves into two classor, by let, of three each, and those appointed shall do likewise. The 3rd class shall held office one year, and the second class two years from January, 1, 1863. On the first Tuesday, in the first Tuesday.

after, six Alderman shall be elected upon a separate and general ticket, but only three to be voted for on one ticket. The three having the highest vote shall be declared elected. The flavor having the next highest shall be appointed Alderman by the Mayor on or before the 24th of December next succeeding each election. The term of office of Aldermen, thus elected and appointed, shall be two years, commencing on the first Monday in January next following such election.

One Councilman to be elected from each Assembly district, to form the Board of Councilman to be abid at the election in 1862, and each charter election thereafter.

Vacancies in either Board to be filled by the remaining members, for the whole unexpired term.

The Boards to have power to compel attendance, to punish for diserderly behavior and to expel by a two-third vote.

punish for disorderly behavior and to expel by a two-third wote.

Vacates the effice of any person holding office under the charter who shall hold any place under the general go-wernment, any county office or receive any fees or emolu-ments directed to be paid by the Common Council, except as provided in the act.

During the absence of the Mayor, he shall designate an Alderman to fill his place. In case of removal or death the President of the Board of Aldermen to be Mayor until

Aldermat to full mispiace. In case of removal or essans the President of the Board of Alderman to be Mayor until the next charter election.

It shall be the duty of the Mayor to communicate, at least once a year, to the Common Council the condition of the city government; to recommend such measures as he deems proper to be adopted; to be vigitant and active in enforcing the ordinances; to exercise constant supervision over the acts of all subordinates, examine charges against them, &c.; to appoint all heads of bureaus, and as many cierks as many be required in his office and as many cierks as many be required in his office and as many cierks as and consult with the headson, Councilmen, Metropolitant Police, the control Park, in relation to measures he shall deads of departments and consult with the headson, Councilmen, Metropolitant Police, the control Park, in relation to measures he shall make another normal Park, in relation to measures he shall make another normal park, the present of the top heads of departments and chiefs of bureaus, in manuner following:—First, nominate them to Board of Aldermen. If confirmed or not rejected in tend days, the Mayor shall appoint peremptorily some other person, without the Board's action. A majority of the Board necessary to continue or reject.

The Mayor may be removed by the Governor for cause, the same as Sheriffs.

The heads of departments, except the Croton Aqueduct, to hold four years, unless sooner removed.

The Mayor may be removed by the Governor for cause, the same as Sheriffs.

The chiefs to bureaus to appoint and remove their clerks—the chiefs to hold office the same term as heads of departments, unless sooner removed. The Chief Engineer of Fire Department to be pleaded to the control of the control of clerks in each department to be fixed by the Mayor and Common Council to the Mayor and compensation as cut of sanitary inspection, and control of clerks. The control

NEW YORK LEGISLATURE.

Senate. ALBANY, Feb. 7, 1862. BILLS REPORTED PAVORABLY.

To close part of Partition street, in the city of Brook-

organising the Asylum for Insane Convicts.

Amending the laws incorporating life and health in Amending the laws incorporating life and health insurance companies.

By Mr. Woodruff—Amending the Excise law of 1857.

By Mr. Willard—Dividing the crime of murder into two degrees, and to define the punishment of areon.

By Mr. Hardin—Amending the Revised Statutes relative to bankers' and brokers' establishments.

By Mr. Bell—Relative to actions by receivers of insolvent mutal insurance companies.

vent mutual insurance companies.

By Mr. Arront—Providing for the examination of the accounts of the Treasurer of the Canal Department and securities of the Bank Department.

securities of the Bank Department.

By Mr. Law—Amending the act providing additional challengers of jurors.

By Mr. Cornolly—Amending the act altering the plan of New York.

Adjourned until Monday evening at seven o'clock.

Assembly.

ALBANY, Feb. 7, 1862.

Mr. McLeod presented a petition from citizens of New York praying for legislation in regard to the Hackley contract, and other alleged fraudulent transactions in New York, in which it is charged that the Ring Board of Albany are interested. The petition was read.

RILIS REPORTED PAVORABLY.

To amend the Kings County Court act.

To provide for the Public Defence. The bill is as sent in yesterday.

Notices were given of the introduction of the following bills:—

Notices were given of the introduction of the following bills:—

To repeal South and West streets and other street Railroad acts of 1860.

By Mr. McCass.—To divide the Twelfth ward in the city of New York.

By Mr. Least.—To amend the law regulating pawn-broking in the city of New York.

To regulate places of amusement in New York.

By Mr. Cownes.—To regulate the Department of Charities and Correction in New York.

By Mr. Smin.—To punish frauds by mack auctioneers.

Bills Passion.

To appropriate the proceeds of the tax to support the common schools.

To amend the act giving consent to the purchase of sites for lighthouses and fortifications by the United States.

sites for lighthouses and fortifications by the United States.

By Mr. McMulles—Amending the act relative to the election of superintendents of the poor and coroners in Kings county.

By Mr. McLeon—Incorporating the Spring Street Rail-read Company.

By Mr. McLeon—Regulating the sale of fruit in New York.

By Mr. McLeon—Regulating the sale of fruit in New York.

By Mr. McLeon—Amending the charter of New York.

Also relative to taking private property for public uses in New York city.

In relation to actions on premium and stock notessives by insurance companies.

To amend the law incorporating fire insurance companies by such companies.

By Mr. Tallman—The Broadway Railroad bill.

By Mr. McCars—Consolidating the several acts relative to the district courts in New York.

Relative to the Superior Court, Common Pleas and Marine Court, New York.

By Mr. Kenney—Authorizing the Commissioners of the Sinking Fund to sell certain lands in New York.

By Mr. Tallman—Regulating the fees of the Registrar of Deeds in New York.

By Mr. Alvorn—Amending the act providing for the payment of the interest on certain canal drafts and awards.

By Mr. Watersury—Extending the jurisdiction of jus-

By Mr. WAIREBURY—Extending the jurisdiction of justices of the peace.
By Mr. HAIRTRAD—Increasing the number of the Judges of the Court of Common Pleas.
By Mr. ACKINY—A freshold exemption act.
A large number of bills were introduced at a late hoor

# SHIPPING NEWS.

Arrived. U S sloop-of.war Savannah, Commander John S Missroon, Port Royal, SC, 8 days. Schr Ben Hickman, Rio Janeiro, Dec 13, via St Thomaa, 1¢ lays, in ballast, to E S Powell. For other ship news see second page.

### MISCRLLANGOUS.

17 TEETH EXTRACTED WITHOUT PAIN-BY DR. LUTHER, Sr., Dentist, 104 East Twenty-second afreet. It was for Mrs. Curtis, 645 Broadway. Warranted Artificial Teeth-Sliver, \$7; vulcanized, \$10; platina, \$15; gold, \$20; painless enamel or bone filling, 50 cents.

\$1.000 FORFEITED IF FAILING TO CURE ANY the face of the earth, in from a few hours to a few days, by our Vegetable Electrical Remedies. Cures guaranteed. Terms from \$1 to \$4, \$10 and \$100. Write to or call at the New York Electrical Institute, 661 Breadway. N. B,...Cases where the patient has been confined in bed twenty or thirty years, cased unauccessfully treated by the most eminent physicians; cases where great quantities of medicine have been used in vain, sometimes restored in twenty-four hours. Tross physicians who tae our remedies have greater success than any others. Some accute, formerly laboring men, have made fortunce by guaranteeing cures with them.